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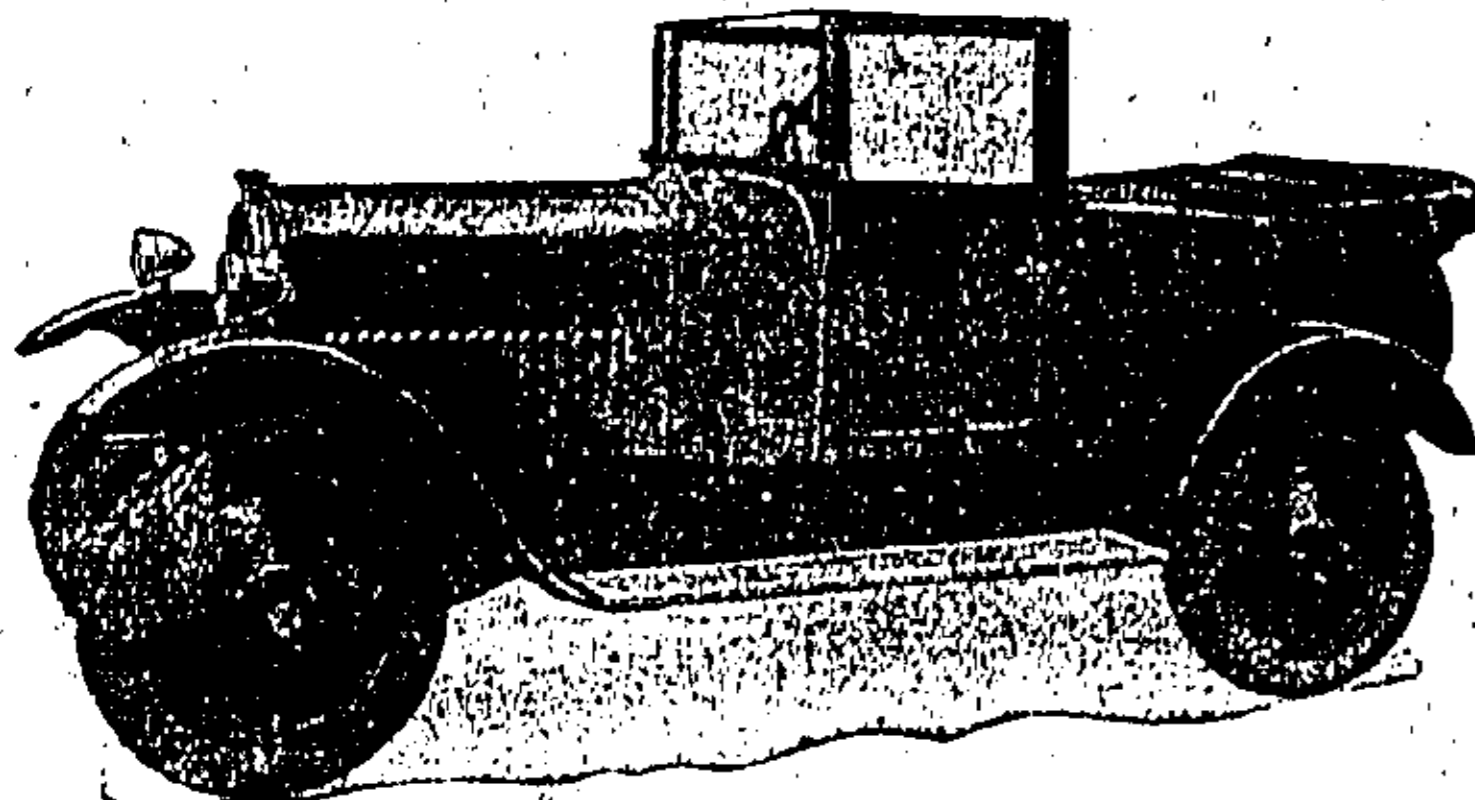
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## MAIDEN TRIP.

BIG MOTOR SHIP ARRIVES  
TO-DAY.

The Danmark.

With the arrival in Hongkong this morning of the Danish motorship, Danmark, the East Asiatic Co., Ltd., of Copenhagen have added yet another big motor ship to their chain of vessels plying between Denmark and the Far East.

As is well-known, it was through the initiative of the East Asiatic Co. that the Diesel engine was first tried out as the propelling power for large vessels, and the maiden trip of their first motorship, "Selandia," built by Burmeister & Wain, from Copenhagen to Bangkok and back in 1912, was closely watched by shipowners all over the world.

As a result of this trial, the East Asiatic Co., Ltd., decided on a programme of an entire fleet of motorships—the first complete fleet ever built—disposing of their fleet of steamers to the Steamship Co., "Orient," and they have since built 30 Diesel motor ships with a total carrying capacity of 225,000 tons, of which the Danmark is the latest and biggest.

The Danmark carries the name of the pioneer-country in motorship building over the seven seas, and represents the latest word in this type of vessel, as built by the original designers, Messrs. Burmeister & Wain of Copenhagen. The Danmark is built to the highest class of Lloyd's and has a deadweight capacity of 12,400 tons. Her length is 460 feet, breadth 50 feet, and she has a draft of 28' 10". She is fitted with 16 electric derricks and carries in her tanks 1,460 tons of fuel oil sufficient for 80 days consumption at a speed of 12 1/2 knots. The engines are two 6 cylinder Diesel motors of Burmeister & Wain's latest type, generating 5,400 I. H. P., and giving a speed of 12 1/2 knots.

Messrs. John Manners and Co. Ltd., are the local agents.

FRANCE: PRO. PM.

SENATE ATTITUDE ON  
FINANCE.

Hoping and Waiting.

Paris, Feb. 17.

A controversy on constitutional procedure is beginning to complicate the financial crisis in connection with the Senate debate on the Financial Bill.

The latter, during its passage through the Chamber, has been shorn of revenue producing features that the Senate majority is anxious to come to the rescue of the Treasury; whereas it is problematical whether the Senate is competent to restore the taxes rejected by the Chamber, or alternatively make its own amendments to the finance measure.

M. Cheron, chairman of the Senate Finance Committee, says the Senate is entitled to deal with any Government proposals discussed in the Chamber, and therefore is qualified to deal with the rejected proposals; but in the event of a modification of the Bill, further complication and delay is feared when the measure is returned to the Chamber.

The Leftist organ *La Volonte* says if the Chamber is perturbed by the Government's action, it has only itself to blame.

The *Matin* says: "All eyes are turned to the Senate. We are hoping and waiting."—*Reuter*.

## INDIAN POLITICS.

EXCITED DEBATE ON REFORM  
EXTENSION.

Hindu-Moslem Split.

Delhi, Feb. 17.

The galleries were packed, and the Assembly was intensely excited, in a prolonged debate on a non-official resolution for the extension of reforms to the North-West Frontier Province.

An attempt by Swarajists and Independents to effect a compromise failed, in view of the division of Hindu and Moslem opinion on the question. The Hindus being in a minority vigorously oppose the reforms in the Frontier Province, whereas the Moslems demand them, as the Province's due.

The Mohammedan members argued in favour of the introduction of civilising influences, education and liberal institutions. Colonel Crawford supported the proposal because a contented frontier would help the cause of security of India.

Pandit Malaviya raised a storm by openly quoting cases of Mohammedan outrages on Hindus.

Swarajist Amendment. Doctor Lohakare moved a Swarajist amendment for the re-amalgamation of the frontier with the Punjab.

Sir Denys Bray, replying, said the cry for amalgamation was lead. The Government would watch with great interest the action and reactions of this debate in the Press, the Frontier Province, and India as a whole.

The debate was adjourned.—*Reuter*.

## HONGKONG TRADE.

CHAMBER OF COMMERCE  
FORTNIGHTLY REPORT.

A Little Revival.

The fortnightly Price Current and Market Report of the Hongkong Chamber of Commerce states: Cotton Yarn: Since our last report a small business was put through in chops which are in good demand. Quotations are: No. 10s. \$175/192. No. 12s. \$180/185. No. 16s. \$200/202. No. 20s. \$200/205. Arrivals, 1,400 bales. Shipments nil. Sales, 500 bales. Unsold stock, 5,400 bales. Bargains, 3,600 bales.

Woolens: Nothing to report. Raw Cottons: No sales to report. Metals: Spot business stagnant, with few enquiries forward.

Flour Market Report.—Stock: About 500,000 sacks. Market: Easier on account large arrivals and small demand from outports on account of near approach of Chinese New Year Holidays. Quotations: American Patent, \$4.30 per sack; American Straight, \$3.55 per sack; American Cut off, \$3.55 per sack; Shanghai Flour, \$3.45 per sack; Australian No. 1, \$3.55 per sack; Canadian Cut-off, \$3.15 per sack.

Sundries: Market quiet. Very little movement of local stocks on account of restricted exports.

## AVIATION.

U.S. FLIGHT TO ARCTIC.

New York, Feb. 17.

The round-the-world fliers, Lieutenants O'Brien and Wade, are planning an aerial expedition, to the Arctic next summer, starting from Point Barrow, to be financed by graduates of Harvard, Yale, Princeton and Pennsylvania Universities.

There are to be five aeroplanes, fitted with 220 horsepower Douglas engines.—*Reuter's American Service*.

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SOLE AGENTS

## INDIANS IN S. AFRICA.

ACTION TAKEN BY  
THE RAJ.

Committee to Enquire.

Delhi, Feb. 17.

The Government has issued a statement in the Council of State and Legislative Assembly regarding the situation of Indians in South Africa.

It is announced that the Government of India has succeeded in persuading the Union Government to agree to refer the Asiatic Bill to a select committee before, instead of after, the second reading, on condition that the committee be required to report to the South African Parliament in time to enable the latter to deal with legislation in the present session. The committee will take evidence on the principle and also the details of the Bill.—*Reuter*.

## MISSING LINK.

IMPORTANT DISCOVERY  
IN BORNEO.

London, Jan. 20.—What may prove to be the direct descendant of the common ancestor of man and apes is living in the forest of Borneo, according to Sir Arthur Smith Woodward, former director of the British Natural History Museum.

Ridiculing a theory advanced by Professor Frederic Ward Jones of Adelaide University, Australia, that monkeys were descended from men, Sir Arthur declared that all the evidence pointed to the fact that men and apes came from the same ancestor. Whereas

man adapted himself to living in an erect posture on the plains, apes adapted themselves to living in forests.

"There is no doubt that if the common ancestor of man and ape were living now he would be classed as an ape," declared Sir Arthur. "The little animal Tarsius, which inhabits the forests of Borneo, is believed by anthropologists to be more like the common ancestor of both than any other living creature."

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HAVING SAFELY ELUDGED  
DESPERATE DICK  
AND HIS GANG  
AFTER BEING  
ROBBED OF \$5000  
AND BEING HELD  
FOR \$5000 RANSOM  
IN A LONELY  
CABIN IN THE OCEAN  
WOODS-LOVE CITY  
WE FIND SAM  
AND AWAITING  
HIDING IN A CRUE  
WAITING FOR A  
CHANCE TO MAKE  
A DASH ACROSS  
THE MEXICAN  
BORDER INTO THE  
UNITED STATES  
AND  
FREEDOM

WE'LL STAY HERE 'TILL DARK  
AWAITING AND THEN SWIM THE  
RIO GRANDE RIVER TO THE AMERICAN  
SIDE AND THEN HEAD FOR HOME



IF FUNNY I DON'T HEAR A WORD  
FROM AWAITING—LOOKS LIKE  
HE'S MET WITH FOUL PLAY TOO—  
IT'S OUT \$20,000—ALREADY—  
BUT WHAT CAN I DO?



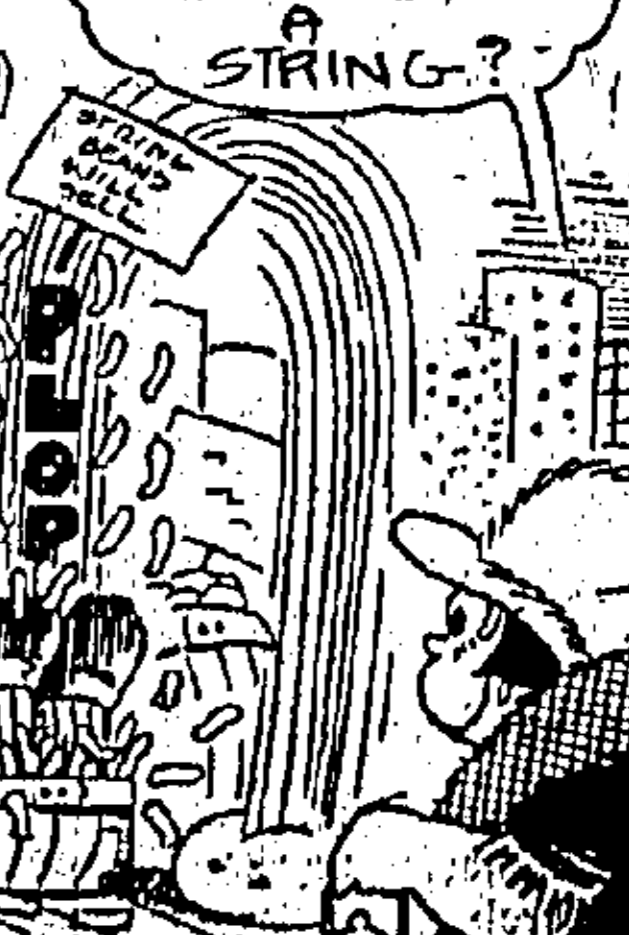
SOMETHING FOR YOU,  
MRS. WOODHOODS?



WHY YES—I WANT  
TO GET SOME  
VEGETABLES FOR MY  
HUSBAND'S DINNER  
ONLY I DON'T KNOW  
WHAT KIND TO GET



HERE ARE SOME  
DANDY STRING-BEANS  
WE JUST GOT IN  
TODAY



By Swab.

Beans Ain't Garlic Lady

### Shanghai's New French Club by Night.



Gay with massed tri-colours, and illuminated by powerful electric lamps, the new Cercle Sportif at Shanghai presented a wonderful spectacle from the Avenue Joffre on the opening night.

### Appointed.



Mr. Howard Sutherland, former United States senator from West Virginia, has been appointed to be Alien Property Custodian.

### We have a fine selection of HALF HOSE

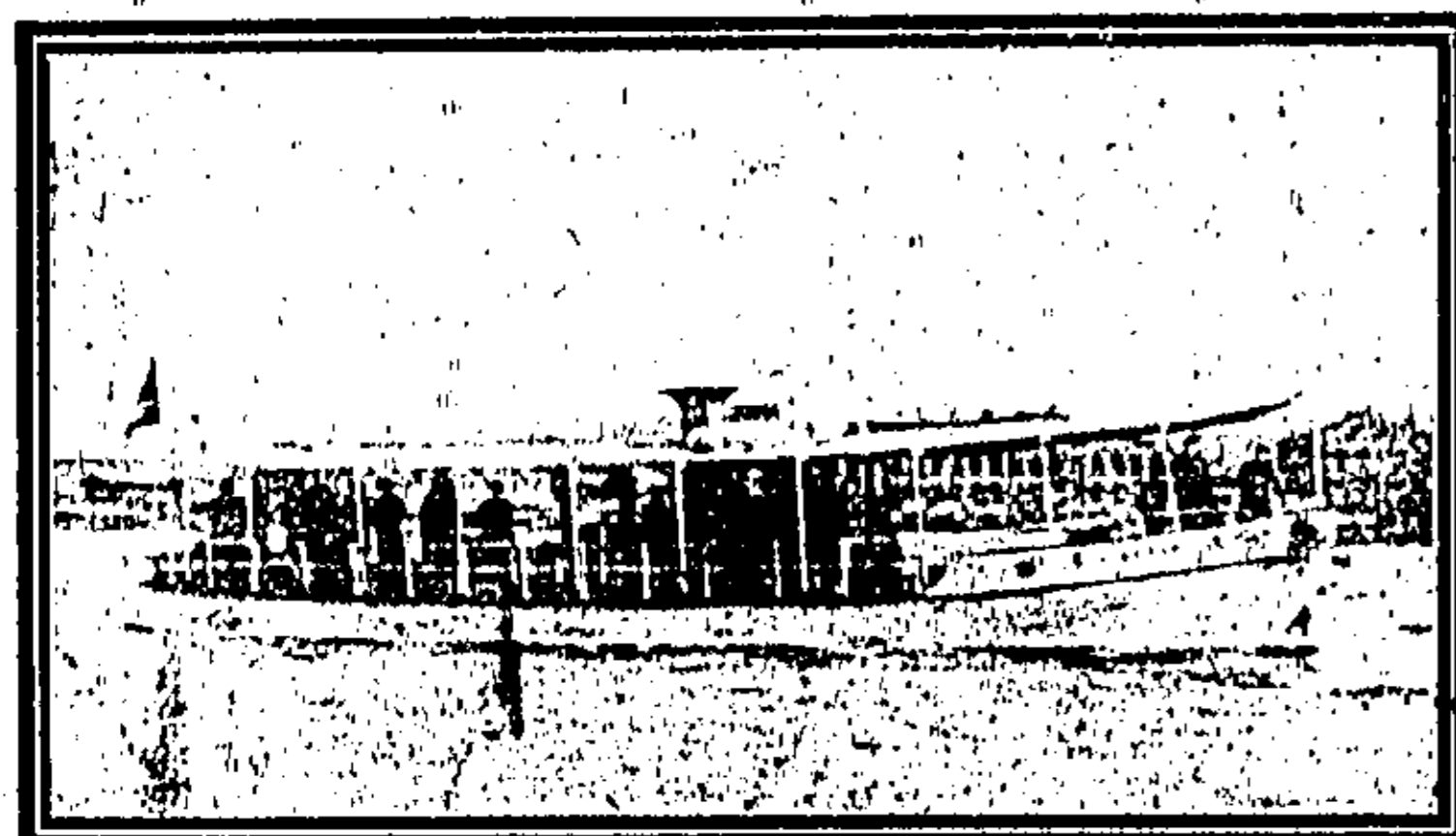


No man who understands the art of dressing well—an art that is well worth study—permits himself to neglect the subject of Socks. Socks are one of the things that matter, and we recognise this by keeping a good stock. Prices range from \$2.00 per pair. See special window display.

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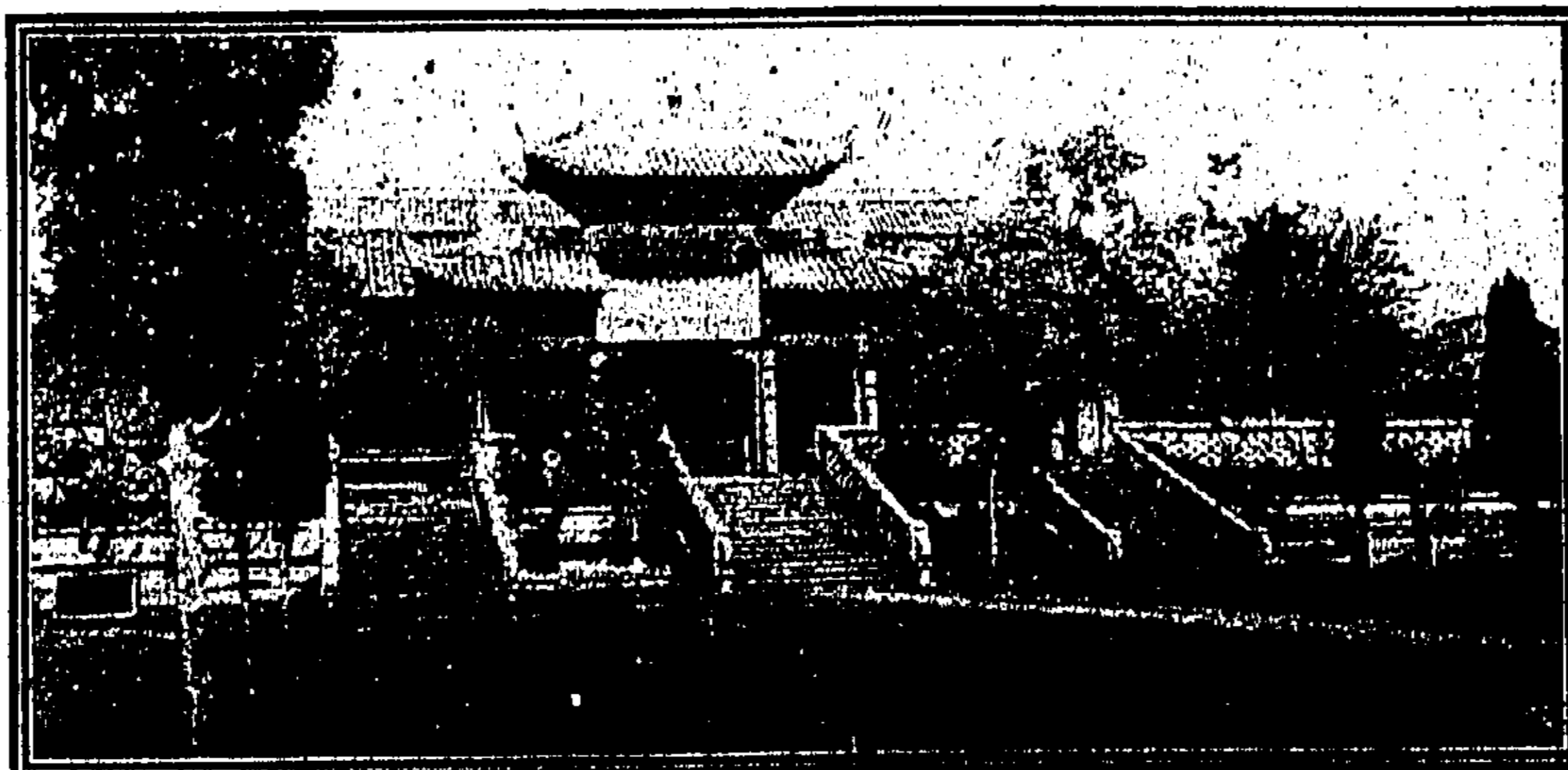
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### New Launch for Shanghai Post Office.



This picture shows the new postal launch Hung Chien, with Postal Commissioner, Mr. V. W. Stapleton Cotton, the Deputy Commissioner, Mr. A. M. Champelain, and other Postal officials on board, going up the Whangpo to the measured mile for her final official trials.

### An Imperial Palace in Chengtu.



Formerly occupied by the Emperor Liu Pei, of the Three Kingdoms regime, about 800 years ago. The palace was re-named "Shih Wang K'ong" in the Ming dynasty.

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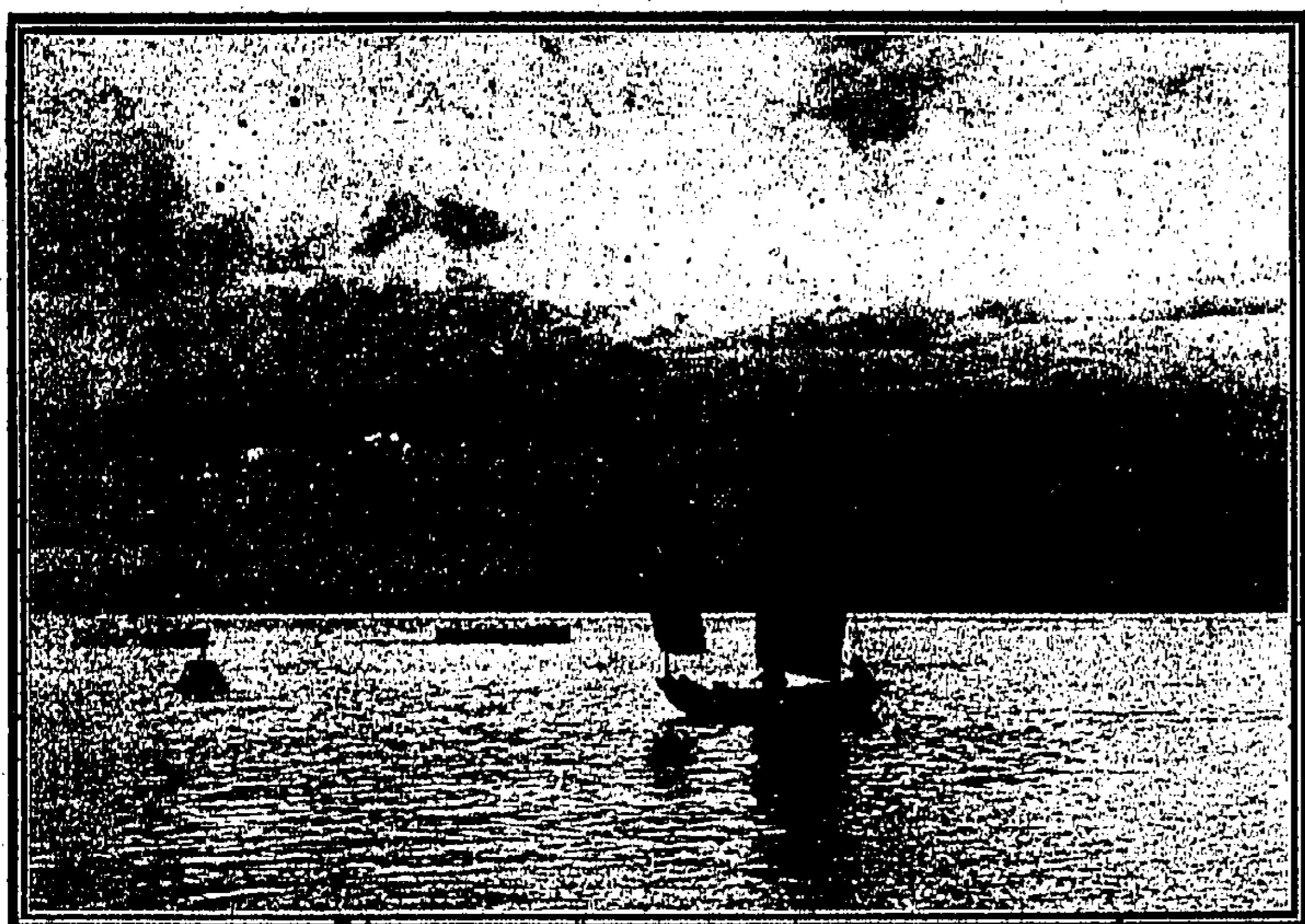
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### Moonlight on the Yangtze.



A peaceful scene on the broad waters of the Yangtze near Shanghai.

### Escapes in Morocco.



Lieut. Curtis L. Day, of the United States, went to Morocco to fly for the French in their war with the Rifis. Rif bullets disabled his engine one day when he was twelve miles inside their lines, but he managed to glide back across the line of battle and is now safe at home again.

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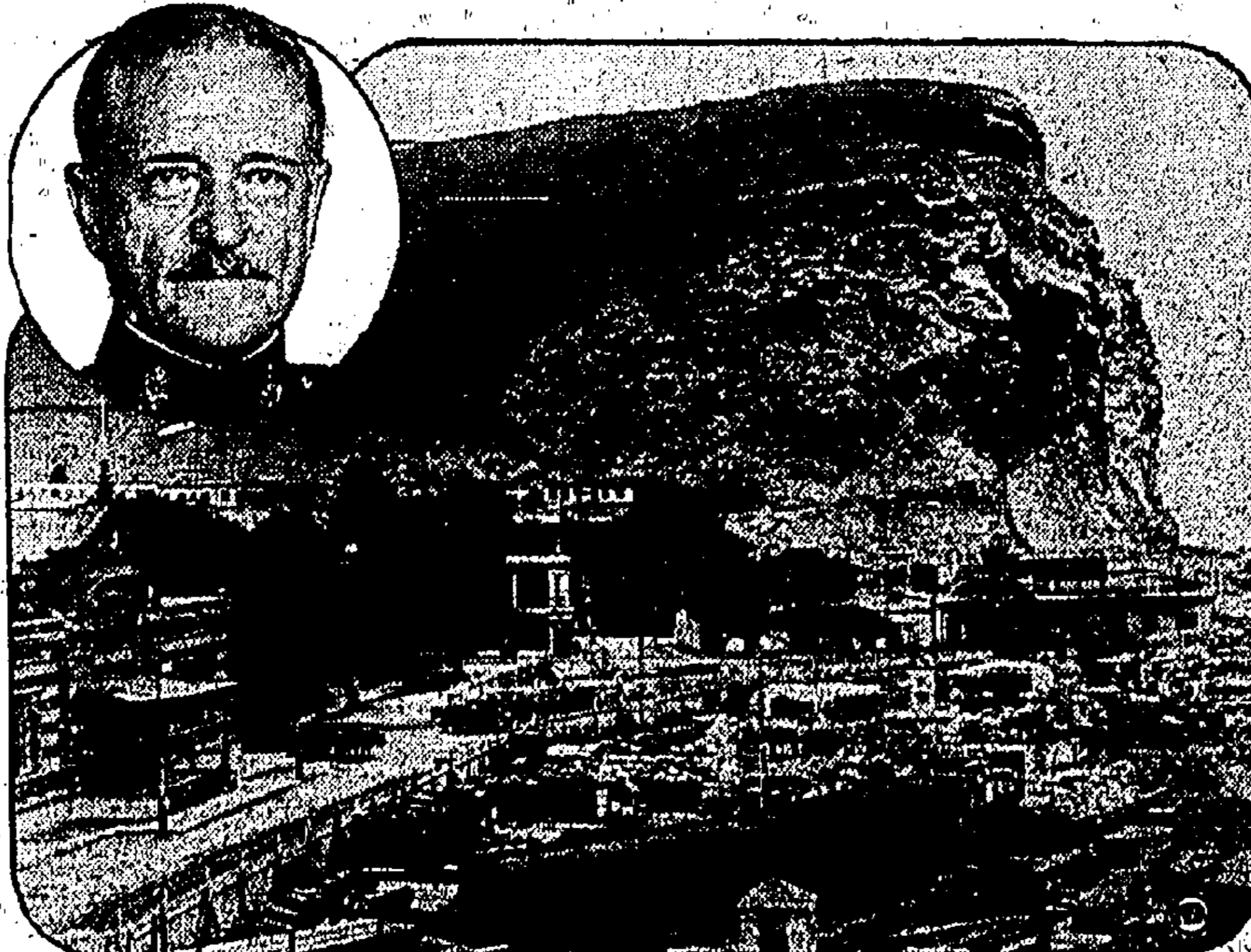
(Lane, Crawford, Ltd.)

### Music Out of Cocoanuts.



A new kind of ukulele, known as the "Niu Kani," with the shell of a coconut used for the sounding box, has been invented by Rudolph M. Duncan of Hawaii.

### Territory in Dispute



The city of Arica, in the province of Tacna, which is in dispute. Inset shows General Pershing who was called in to arbitrate.

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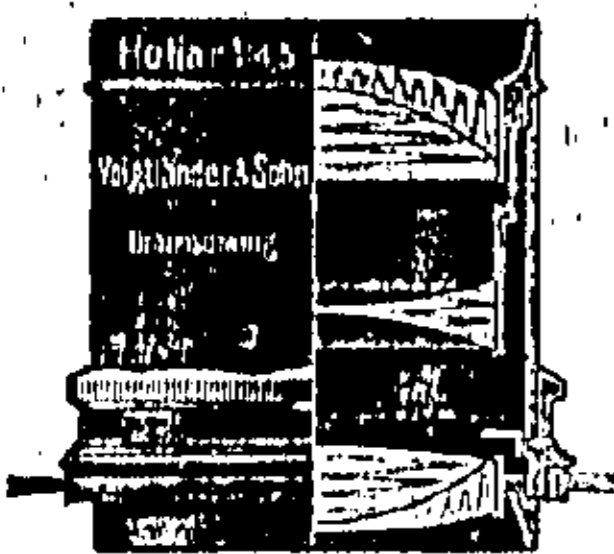
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#### The Dyer Challenge Cup.

The "Dyer" Challenge Cup, for Inter-Platoon Competition in Musketry, also open to the Scottish Section Reserve Company. Cup presented by R. M. Dyer Esq., to be held each year by the Platoon gaining most points.

#### Conditions.

To be shot at Stonecutters' on Sunday, 7th March.

1. Team of 6 men from each Platoon to fire Part II. Musketry Course.

#### 2. Fire with movement.

1. Teams to consist of 6 men and 1 N.C.O. from each Platoon and the Scottish Section Reserve Company. Each Section to be in charge of an N.C.O. who will not fire.

2. Fall in at 500 yards firing point in full fighting kit with Belts, Braces and Pouches. 15 rounds issued to each man.

3. Officer in charge of the Range will signal the Butts and order the N.C.O. to "Carry On."

4. N.C.O. will order his men to lie down load 5 rounds from the pouches, sights to 400 yards, safety catches back and be ready to advance.

5. Signal to advance will be the appearance of the large 6 ft. targets. N.C.O. will advance his men to the 400 yards firing point and order them to fire 5 rounds (time allowed 70 seconds—advancing and firing).

6. Interval of 20 seconds during which time Bayonets will be fixed, sights altered to 300 yards, 5 rounds loaded from the pouches, safety catches back. Be ready to advance.

7. Targets appear—advance to 300 yards firing point and fire 5 rounds (70 seconds allowed).

8. 15 seconds interval. After sights to 200 yards, load 5 rounds, safety catches back. Be ready to advance.

9. Targets appear—advance to 200 yards firing point. Fire 5 rounds (70 seconds allowed).

10. Officer in charge inspects Rifles and Pouches. Team return to 500 yards firing point.

All timing to be done from Butts. Scores will be sent down by telephone.

Possible scores 45 per man. Butts and Innies count as Butts.

Scoring 3, 2, 1. Lewis Gun Competition.—Teams of 3 men from each Platoon. 1 Drum—17 rounds to be fired at Tiles—300 yards Range.

Dress.—Helmets, Khaki Tunics, Kilts, Khaki Aprons, Khaki Hose Tops, Flashes, Short Putties, Belt, Braces and Frog.

Launch will leave Murray Pier 9 a.m. calling Kowloon 9.10 a.m.

Range Officer.—2/Lt. K. S. Morrison.

As everyone knows, says a Home writer, China is full of Scotsmen, and I suppose the poor exiles must do something in their spare time. All the same, the news that a curling club has been started there seems rather hard luck on the natives, who have such a difficult language of their own to learn.

### TIGER FIGHT.

#### LADY RAMS RIFLE DOWN ITS THROAT.

A thrilling story of an Englishwoman's escape from death while out tiger-shooting in the Terai with her husband is told by a United Provinces correspondent.

Mr. Smythies, of the Imperial Forest Service, and his wife were out shooting on New Year's Day. Mrs. Smythies fired at a tiger from a machan and wounded it.

Her husband was guarding the entrance to a strip of jungle from which the tiger had been beaten out and twice drove it back to her (both his shots missed). The tiger thereupon climbed up the tree—a large, straight, smooth-barked species—and tried to get into the machan after Mrs. Smythies. She very courageously rammed her rifle down its throat and pressed the trigger, but the cartridge missed fire. As there was no time to reload, Mrs. Smythies attempted to get out of the machan and in doing so was thrown out and fell to the ground.

Her husband had fired as the beast was climbing the tree, but though it was moving slowly and was hit again and again the beast got right up. Mr. Smythies' last shot was a desperate attempt indeed, as at the time both the tiger and his wife were in the machan and it was this last shot that brought the tiger down and finished it.

The tiger was a good specimen, measuring nine feet three inches.

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# Three Castles

## Cigarettes

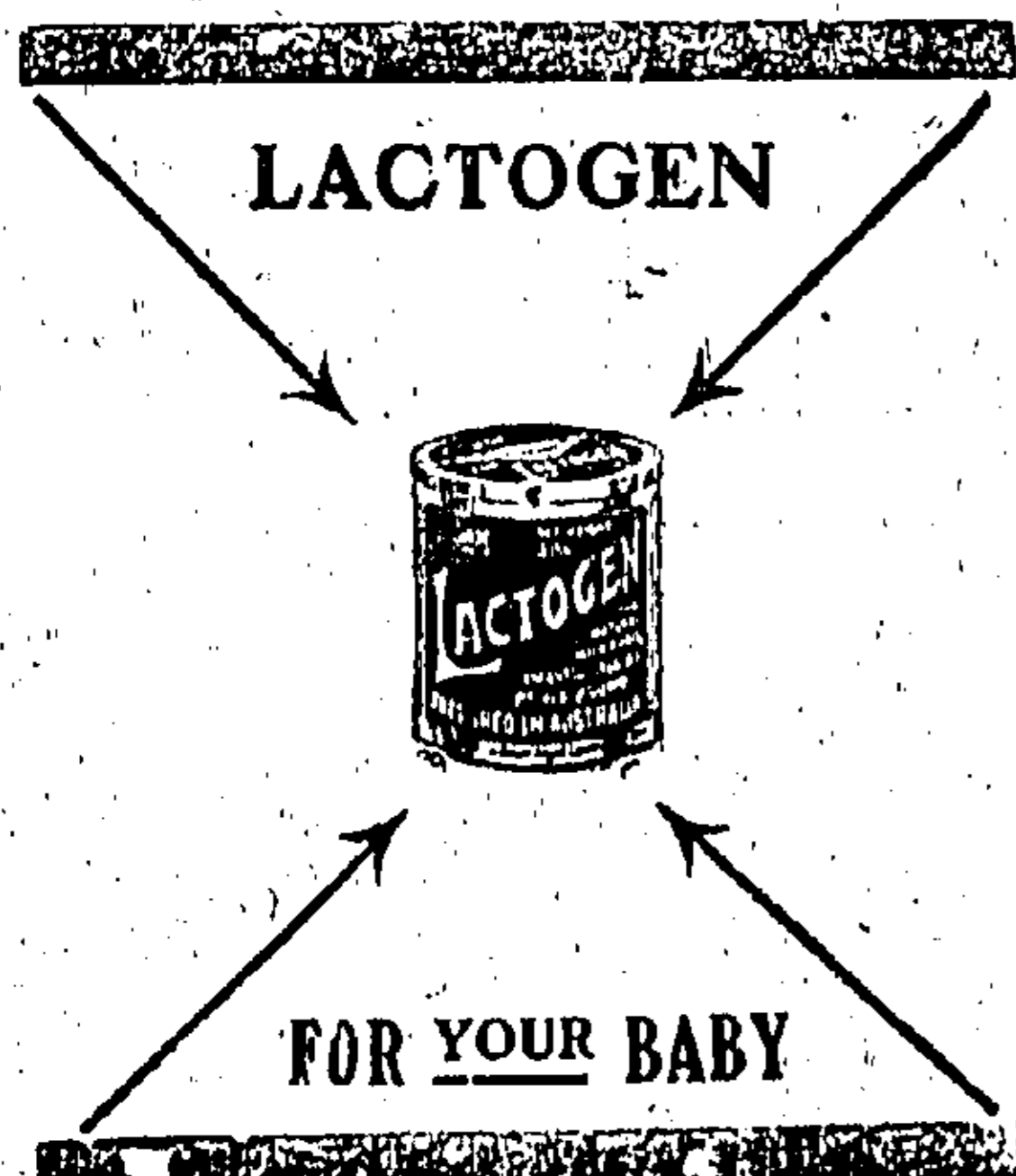


R. L. Stevenson wrote:—  
"The best we find in our travels is an honest friend"  
When you meet one offer him a  
"Three Castles"  
Cigarette

### FRECKLES AND HIS FRIENDS

### A Weak Alibi

By Blosser



SHUCKS! HERE IT IS MONDAY AGAIN AN' I HADTA GO BACK TO SCHOOL—GEE! SATURDAY AN' SUNDAY GOES QUICKER THAN ALL THE REST OF THE WEEK—WHY CAN'T THEY HAVE TWO SATURDAYS?



I'M GONNA THINK UP SOME EXCUSE TO GET OUT OF GOING TO SCHOOL TODAY—LEARN TO SEE—LEARN TO SEE!



AN' THANY MUMS' AUNT, MOM, IT HURTS TOO BAD TO EVEN GO TO SCHOOL!

BUT LAST NIGHT YOU SAID YOUR BACK HURT!



I KNOW—BUT IT WUZ SO DARK I COULDN'T SEE WHERE THE PAIN WUZ!!



## WORKING HOURS.

## QUESTIONS ABOUT JAPANESE MILLS.

London, Feb. 17. Replying to questions in the House of Commons, Sir Arthur Steel Maitland said that statistics showed that the working hours in cotton mills in Japan in 1924 averaged nine-and-a-quarter hours with two shifts daily.

Mr. T. Johnston, (Labour) suggested that Japanese machinery was running twenty-two hours daily, and he asked whether the Government had refused to invite Japan to the International Conference dealing with the eight-hour Convention and whether it proposed to boycott the country whose goods were produced in violation of the Washington Convention.

Sir Arthur Steel Maitland said that he was unaware that mills were working twenty-two hours, but if Mr. Johnston had fresh information he would be glad to get it. As regards a conference, the Minister pointed out that they aimed primarily to get some agreement between some of the principal countries, after which it would be practicable to proceed to other countries.—*Reuter*.

## A PRELIMINARY CONFERENCE.

Rugby, Feb. 17. Sir Arthur Steel Maitland, Minister of Labour, was asked in the House of Commons why Japan had not been invited to the forthcoming International Conference in London on the subject of the eight-hours day. Sir Steel Maitland said that the only reason why this preliminary conference was limited to the number of countries which had been invited was that, if an agreement was to be ultimately reached among a large number of countries the best way to success was to see whether some of the principal countries could first come to an agreement among themselves. That, obviously, would be more practicable than to proceed with the whole of the thirty or forty countries in the first instance. The Minister added that the Conference, which consisted of Ministers of Labour of the various countries, would begin on March 15.—*British Wireless*.

## AERIAL ADVANCES.

## LONDON TO BOMBAY IN 100 HOURS.

London, Feb. 17. Sir Samnall Hoare, in a speech at Cambridge, said the Egypt-India air service will be in next winter. It will save from five to eight days in the carriage of passengers and mails, and it is hoped the demand will force an extension of the route to Rangoon and Singapore. Commercial airships would eventually save two-thirds of the time between London, Australia, New Zealand and the Cape. He believed that during the lifetime of the present Government two great airships now building would be flying safely between England and distant cities of the Empire, and if the experiment succeeded, London would be brought within a hundred hours of Bombay.—*Reuter*.

## LABOUR GAIN.

## THREE-CORNERED BY ELECTION.

London, Feb. 17. Labour has gained a seat from the Conservatives at the Dartington by-election which was occasioned by the death of the former Member, Mr. W. E. Pease. The result is:

Mr. A. Shepherd (Labour) ... 12,245  
Capt. Pease (Cons.) ... 12,636  
Mr. Dickie (Liberal) ... 3,573

[The figures at the previous election were:—Mr. W. E. Pease (Cons.) 15,174; Mr. A. Shepherd (Lab.) 13,008.]

## MADRID-MANILA

## PLANS OF SPANISH AVIATORS.

Madrid, Feb. 17. The flight of three Breguet aeroplanes to the Philippine, via North Africa, Cairo, Karachi, Calcutta and Cebu is planned for the first fortnight in April. The pilots will be the three Spanish "Aces," Captains Gallarza, Estevez and Loriga. Each will have one mechanic.—*Reuter*.

## LATEST NEWS PICTURES.



Mr. R. Duterding, son of Sir Henri Deterding, and Miss E. L. Philbrick, whose father is headmaster of Clare House School, Beckenham, leaving the church after their marriage at Beckenham. Twenty boys from Clare House School, wearing football jerseys and shorts and holding corner flags, formed a guard of honour. The bridegroom met the bride when a boy at the school.



This photograph of Mr. Alan Cobham, his mechanic and photographer, who have just completed the 8,000-mile flight from London to Cape Town, was taken just before they set out from the Croydon Aerodrome. Mr. Cobham is on the left of the group.

## AN OUT-OF-WORK.

## ENGLISHMAN BEFORE COURT.

Edward Harris, an Englishman, aged thirty-seven, was charged before Major Willson at the Central Police Court this morning, with being in the Colony without employment or visible means of subsistence.

Serjeant Elson explained that the defendant was born in Hongkong, and had not been in regular job since 1912. He went to Singapore, but was deported and would not be able to go back there for three years. The Captain Superintendent of Police thought if he were put in the House of Detention, to which he was no stranger, he might eventually find a job here. Defendant was sent to the House of Detention.

## 8,000 MILE FLIGHT.

## ALAN COBHAM ARRIVES AT CAPE TOWN.

Cape Town, Feb. 7. Mr. Alan Cobham has arrived, thus completing his classic 8,000 miles flight from London.—*Reuter*.

## SMUGGLED CIGARETTES

## AGED CHINESE FINED.

The discovery of 4,800 cigarettes in the possession of a Chinese, aged 78 years, led to his appearance in the Police Court before Major Willson this morning, when he was charged with trying to smuggle the cigarettes into the Colony from Macao.

The defendant said he was given permission to bring in the cigarettes.

Sub-Inspector Shannon explained that he and another Inspector obtained permission for the defendant to go to Macao, but he did not get permission to bring back the cigarettes. He had known the defendant for the last twelve years, and there was nothing known against him.

The defendant was fined \$50, or, in default, one month's hard labour.

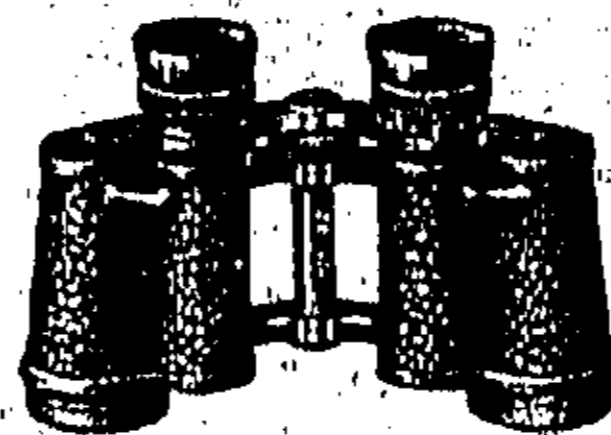
## PRESIDENT UNWELL.

## CONTRACTS A HEAVY COLD.

Washington, Feb. 17. President Coolidge has contracted a heavy cold and has cancelled his to-day's engagements.—*Reuter's American Service*.

## ZEISS GLASSES

NEW SHIPMENT JUST ARRIVED



IDEAL GLASSES OF THE RACES

"SILVAREM" x 6

"DELTRINTEM" x 8

FITTED WITH TWO ADJUSTABLE EYEPIECES

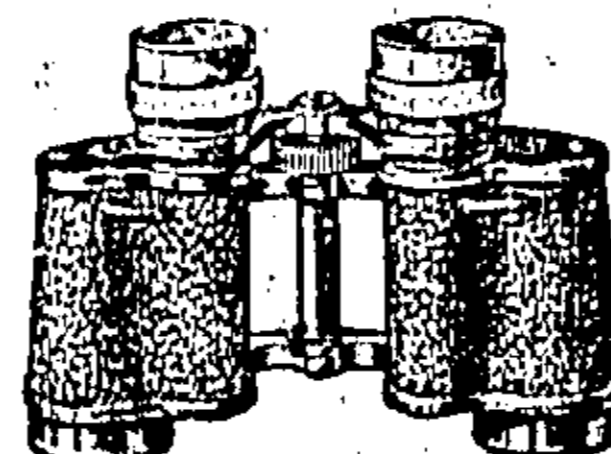


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"TELONAR" 12 x 40

"TELSEXOR" 16 x 40

COMPARE OUR PRICES



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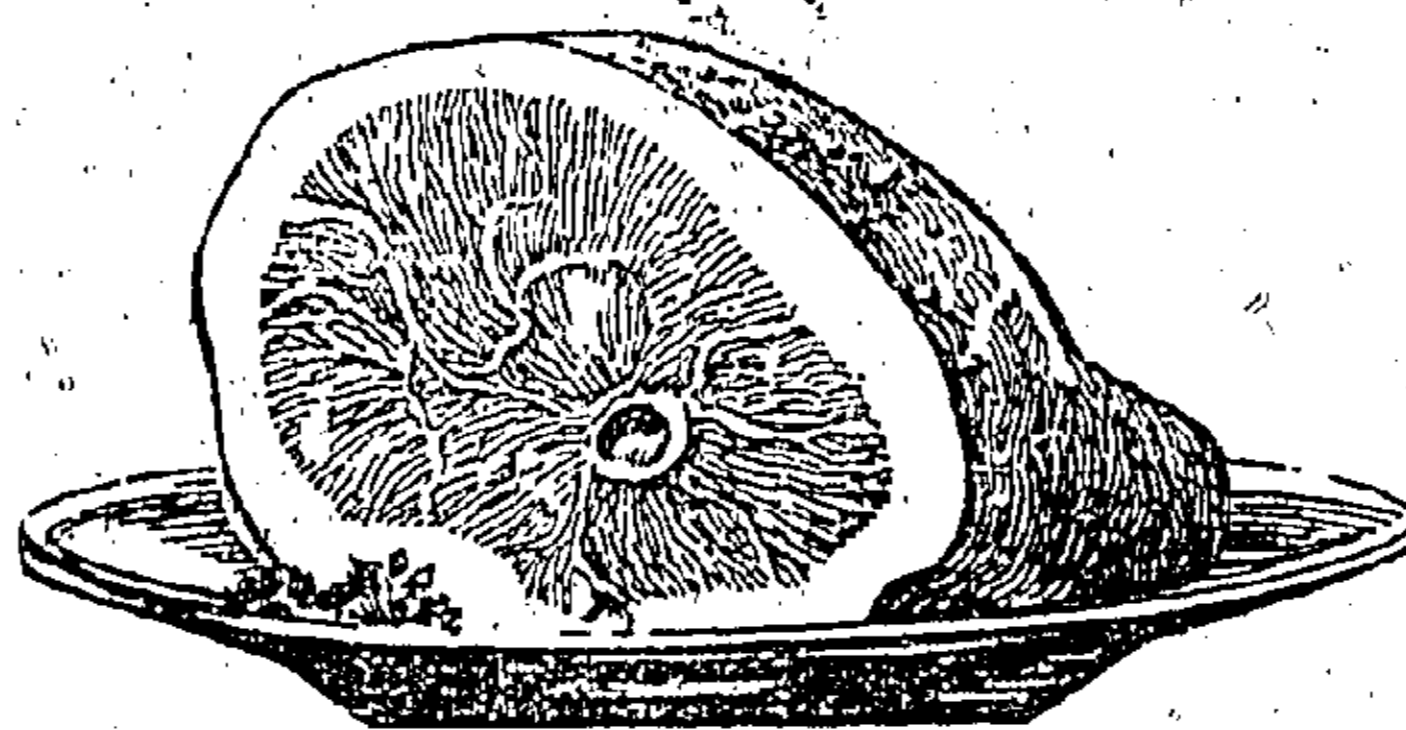
"DELACTIS" 8 x 40

"BINOCSTAR" 7 x 50

LANE, CRAWFORD, LTD.

HONGKONG.

## DAIRY FARM NEWS.



Cooked Ham

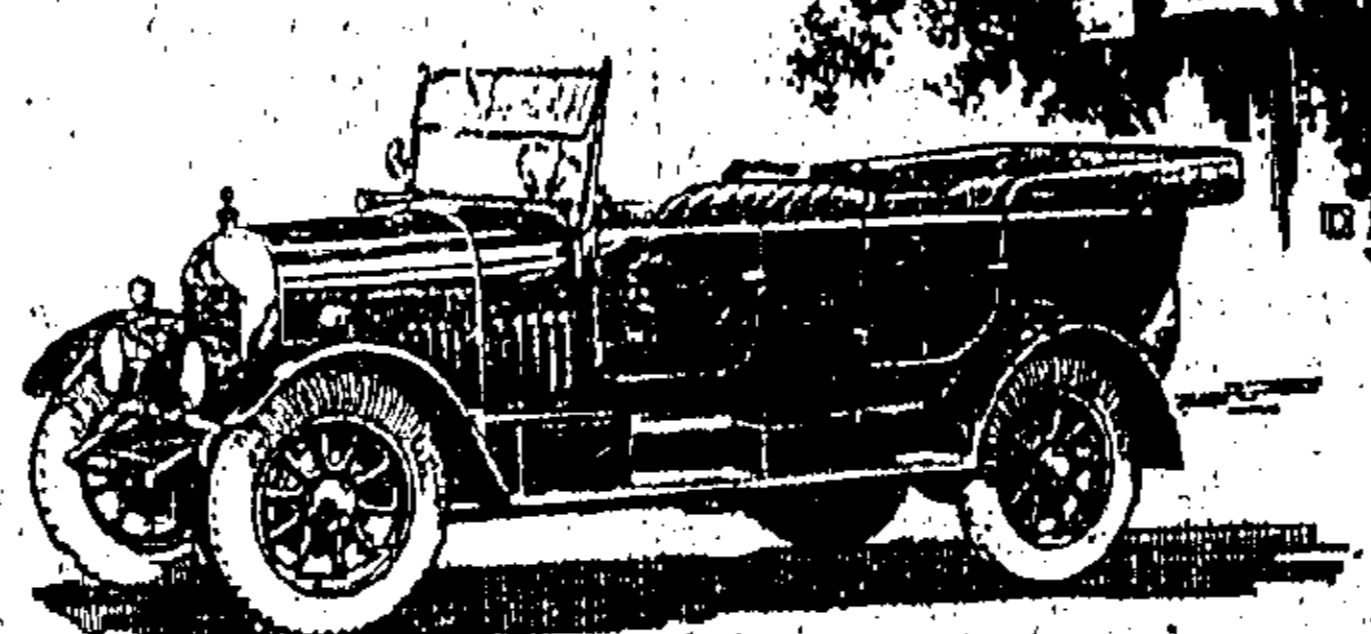
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MORRIS-COWLEY	2 SEATER (WITH DICKY)	£215. 0. 0.
" "	Touring (4 SEATER - 2 WHEEL BRAKES)	£237. 10. 0.
MORRIS-OXFORD	Touring (4/5 SEATER - 4 WHEEL BRAKES)	£320. 0. 0.

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# THE CHILDREN'S BATH

A black and white line drawing of a bathroom scene. A bathtub is filled with water, and a child is sitting in it. Another child stands outside the tub, looking in. A third child is lying on a towel on the floor next to the tub. A washbasin with a running faucet is on the left. A window with a grid pattern is on the right. A decorative swirl is on the far left.

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AN UNTOLD ADVENTURE IN  
TIBET.

(By One Who Knew Him.)

As gallant a spirit as most of us have known is lost to us by the death of Mr. Edmund Candler writes "One Who Knew Him" in the *London Observer*. Even those who delighted in what he wrote and knew the outstanding events in his adventurous career will have small idea of the essential courage that his modesty concealed. The quality is scarcely so much as hinted even in "Youth and the East," which some day may take its place as one of the greater autobiographies of our time.

The crowning feat even of his most widely bruited experiences has never been told. "It was this. He went as representative of the *Daily Mail* (which he called the *Megaphone*) with Younghusband's expedition to Tibet. He was standing among a group of armed Tibetans when they first turned on the invaders. They slashed at him with their long heavy swords, but were so many and close that the blows were awkward. He ward off his head with his hands and arms, and fell with one hand half-severed at the wrist and half-a-dozen head wounds besides. He crawled from the press as the guns began to speak. He was left in hospital while the expedition proceeded; but the loss of such an adventure was more than his eager spirit could endure. He escaped from hospital, secured a pony, and rode off towards Lhasa holding a pistol in the right hand and throwing the reins on to the elbow of his handless and bandaged arm.

His nerves were in such a state that more than once he fired the pistol at trees and stumps, like some tilting Don Quixote; but the wild journey through a hostile country was successful. After many days he rejoined. The sole allusions to this adventure in his autobiography are in two passages: the first, "I carelessly received nine wounds." The second, on a later page, enclosed allusively and in brackets: "I mended quickly enough to catch up the Expedition and enter Lhasa with them." The reticence is wholly characteristic.

In obituary notices that have been written of him nothing is said of his scarcely credible experiences in Russia after the war. At the end of many strange journeys among conflicting armies he caught typhus and while he lay, as all thought, dying, he was being condemned to death by the Bolsheviks; and one of the sounds that he first heard on recovery was the clatter and chatter of the firing squad. He wrote nothing whatever about his final escape to Constantinople, but much about the beauty of the character of the Russian aristocrat who was his servant and carried him to safety.

His frail and slender body, driven by a spirit that sought adventure as naturally as it shrank from publicity, suffered at various dates from cholera, dysentery, wounds and typhus; and latterly, was only saved by insulin. It is astounding that after the exhaustion of the Mesopotamian expedition—which which he wrote the most courageous and moving tale in the annals of the war—he should have faced those Russian journeys. Tired and poor, he retired to a villa at Hendaye, looking across a shifting estuary to the Pyrenees. His favourite occupation was to fill the ground under the pines in his garden with the many varieties of orchids that flourish in the neighbouring fields. Almost his last letter spoke of his desire to see them flower. In that quiet retreat he wrote "Youth and the East" (which the writer holds to be almost unique among spiritual autobiographies) and a burlesque novel, "The Dinosaur's Egg," which contains as rich a description of English landscape as exists in the language.

Very modest, very humorous, so fearless that he did not know his own courage, he could never depart by a hair's breadth from what he held to be good and honest in literature and in life. He followed his personal sense of rightness and obeyed his own character with no little deviation that he could scarcely expect to be what the world calls a success. But no one has written truer pictures of life in India and the East, and some of us must believe that the best of his work will abide. It touched the heart of things.

AERONAUTICAL SOCIETY'S  
SIXTY YEARS.

Few people, when they see an aeroplane, remember that it is the culmination of more than a hundred years of consistent research and experiment, and that the complete history of its development would fill many volumes. Much of that history and a very large part of the science, including many famous pronouncements, will be found in the "Journal of the Royal Aeronautical Society," which for sixty years (a longer life than any other society of the kind) has, brought together the workers in this field.

On the scientific side Great Britain has at all stages played a leading part in aeronautical developments. In the early days of last century Sir George Cayley began to produce order out of chaos of former speculations and theories. But for aeroplanes and for airships he indicated the true roads, his work immediately bearing fruit. Among his successors may be mentioned Walker, Phillips, Henson, and Stringfellow. Ballooning had become mainly the showman's affair, but Glaishear used the balloon in the cause of science, and it was in part due to his recognition of the limitations of the balloon that the Aeronautical Society was founded.

The late F. W. Brearey, at a British Association meeting, had insisted upon the necessity for mechanical means, and these problems being at the time eagerly discussed, the Society was founded on January 12, 1866, at the residence of the Duke of Argyll. The first council of the Society included Sir Charles Tils-

ton Bright and F. Hatton Turner, the author of "Astra Castra." The Duke of Argyll was first president, Glasisher was honorary secretary, and Brearey was honorary treasurer. An aeronautical exhibition was held at the Crystal Palace in 1868, and pictures of it which have been preserved reveal many eccentricities, but also a few exhibits which clearly bear direct relation to the practical fulfillments of the present day.

Historic Papers.

But the very first general meeting of the Society, held in June, 1866, was destined to become historic on account of the highly important paper read by F. H. Wenham. This is a classic, and is republished as such by the Society. This was the first of a long series by British and also by foreign scientists and experimenters, a series which is still in progress and will continue. One of the latest was the paper a few weeks ago on the autogyro by its inventor, Senhor De la Cierva, and this may well prove to be one of the historic contributions in that rich mine of interest, the "Journal" of the Society.

The fellowship and Associate Fellowship of the Society are highly esteemed distinctions, implying the possession of definite attainments. The Society's gold medal has been awarded to the late Wilbur Wright and his brother Orville, to Professor Bryan, E. T. Busk (one of the martyrs to the science), O. Chanute, and others. And the Society pursues many activities, in addition to the holding of fortnightly discussions and a special students' section, and is the custodian of certain annual prizes founded in memory of great aeronautical pioneers.

THE CONTROVERSY GOES  
ON

Recent contributors to the Waterloo Bridge discussion include Lady St. Helier and Sir William Bull, M.P. Both want the bridge kept as a monument, a memorial of London, if only as that. Sir William Bull, in suggesting that it should be repaired and left as it is, and that a new bridge should be built at Charing Cross, adds a real point to the controversy. "Have the County Council," he asks, "put before the Port of London Authority the scheme of a bridge broad enough to contain six tracks of traffic exactly" on the site of Waterloo Bridge? Every bargeo and lighterman who uses the river knows perfectly well that "Waterloo Bridge—narrow as it is—is very difficult to navigate owing to the angle at which it is thrown across the river. You cap, in my opinion, only build a suspension bridge similar to those in New York on that site. I think the Port Authority would look askance at a new arch bridge on the site, however wide the arches, because of their breadth." Another correspondent, Sir Herbert Stephen, draws attention to "the fundamental fact underlying the whole controversy—the fact that London has outgrown, and is more and more outgrowing the Thames."

The Thames Embankment not only accommodates about six lines of traffic but actually diminishes the width of the river. All the principal streets tend to become wider, and the buildings on each side increase in height

more than proportionally. So with the vehicles which use the streets, whether private, public or commercial. Within my own recollection omnibuses have at least doubled in size, and there must be about ten times as many of them as there used to be. It may well be the case that the barges on the Thames might usefully be made longer, wider, and deeper than they are. If their dimensions were not rigidly confined to such as enable them to be safely navigated through the arches of Waterloo Bridge.

No man can foresee the extent of future development in this direction. The Irwell is to-day a matter of little importance in the general aspect of Manchester, in which it may have originally been the decisive factor. Anyone of an imaginative disposition, stimulated by the perusal of the earlier works of Mr. H. G. Wells, may be able to form some idea of a London in which the Thames might ebb and flow as unnoticed by those of its inhabitants who were not personally concerned in looking after it as are now its affluents the Westbourne, the Tybourne, and the Fleet River.

As for the leaders of architectural opinion they continue to denounce the County Council policy, and to urge Governmental intervention and independent inquiry.

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